



Chapter 932

Galt Traffic

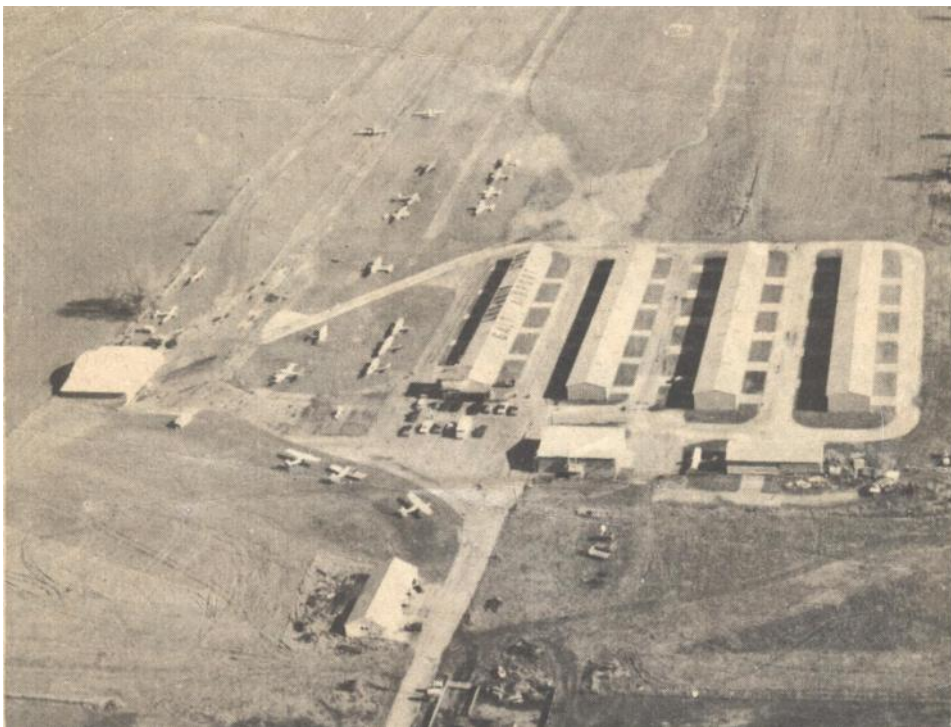
Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

January 2011

Picture of the Month



Do you recognize this airport? Yes, it's Galt Airport but from 38 years ago. This photo was published in the Woodstock Daily Sentinel on March 27, 1972 and submitted by Mike Evans who found it in a pile of old photos and papers at his home.

Editor's Note

I hope you all had an enjoyable Holiday season and that you are looking forward to a healthy and successful year in 2011.

I want to sincerely thank everyone who contributed to the newsletter throughout the past year. I has been an amazing experience to edit and grow this publication over the last twelve months and I could not have done it without the support all the wonderful writers and photographers who generously donated their time and energy for the benefit of our readers.

I think this year is going to be an exciting and busy year at Galt, and I look forward to sharing more news and information with you throughout 2011. Happy New Year to you all.

Beth Rehm, PMP
Editor

I didn't know I needed an iPhone 4

By Beth Rehm, EAA Chapter 932
Vice President

I am willing to admit that when it comes to new technology I fall into that category of users that resists adoption until the last second, and usually by the time I finally embrace the latest craze, everyone else has moved on to the next big thing.

Call me crazy, but given a choice between a Garmin G1000 all glass avionics suite and a standard six-pack instrument panel I'll pick the "old school" steam gauges every time.

Although I've had a cell phone

for a number of years, I rarely used it for phone calls let alone text messaging or taking photographs and I have never owned an iPod or a Blackberry.

But when my company, AT&T, finally made the iPhone 4 available to employees late last year I felt the urge to jump on the smartphone bandwagon.

I've only had it a couple of months but already it has replaced all kinds of other tools that I frequently use including a dictionary, calculator, clock, address book and calendar.

It definitely surprised me to learn

how convenient it is to have all of these individual utensils consolidated into a single gadget.



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Continued from page 1.

But that is not all this handy device does. By downloading and installing apps (short for applications) the iPhone can replace all kinds of household gadgets including a weighing scale, an alarm clock, a flash light, a radio, a spirit level, a guitar tuner and many, many more.

There are more than 300,000 apps to choose from and the most amazing thing is that many of them are free.

Naturally, as a pilot I am particularly interested in tools for aviation and have discovered some extremely useful apps for the iPhone. Many of these apps replace reference books and Internet databases I would normally access via my PC. Having all this information readily available on my iPhone saves me having to lug around my laptop and a whole bunch of books. Here are just a few examples of iPhone apps for pilots that you might find useful.



If you are an AOPA member you can download the complete AOPA Airport Directory to your iPhone.

AOPA Airports is available for free from ForeFlight LLC. This gives you immediate access to information about more than 5,300 airports, 7,000 FBOs and airport businesses and over 55,000 hotels, restaurants and transport services.



The **Aircraft Recognition Guide** from Pentangelli Software is the ideal app for aircraft enthusiasts and plane spotters. It provides over 130 commercial and general aviation aircraft profiles. Statistics include data such as dimensions, range, fuel capacity, max takeoff weight, etc. It also provides details for more than 75 airlines. This app only costs \$1.99 and there is a similar application for military aircraft.

A number of apps have been de-

veloped to allow pilots to create customized aircraft checklists on the iPhone. All of the apps include similar functionality including pre-loaded templates for common aircraft, blank templates to create your own checklists from scratch and tap or shake your iPhone to check off an item.

ForeFlight offers a free checklist app (**Foreflight Checklist Lite**) and a version with more features for \$19.99 (**ForeFlight Checklist Pro**). **i-FLYTE Time & Checks** is also available for \$7.99. I like **AirCheck Aviation Checklist** from Felix Khazin and it costs just \$1.99.



ForeFlight File provides pilots a quick and easy way to file FAA IFR and VFR flight plans directly from their iPhones. This app can be used with or without a DUATS account and it keeps a history of previous plans you can copy and reuse to save time. Available from ForeFlight, LLC for \$9.99, no subscription required.

The same software company also offers ForeFlight Mobile HD which is a complete flight planning utility for the iPhone and Apple iPad. This app includes approach plates, routes, fuel prices, VFR/IFR charts, radar, flight rules and airport maps. The app itself is free but it requires a subscription to the service. Subscriptions start at \$24.99 for a 3 month plan.

Your Pilot logbook is yet another item you can transfer to your iPhone. Logbook apps range from the fairly basic with no import/export or backup features to sophisticated software that is fully integrated with your Mac or PC logbook.



FlightLog from Jeff Cardillo is just \$4.99 and provides the basic logbook functionality plus the ability to build custom queries and email the results to yourself so you have a hard copy.



The more sophisticated **LogTen Pro Pilot Logbook** from Coradine Aviation Systems is free for the first forty hours of flight time then requires the purchase of a license for unlimited use. This app allows you to make entries on your Mac or iPhone and will keep the two devices synchronized so both contain a complete list of flight time entries. This would be an ideal app for airline pilots because it allows you to track your duty/rest time and generate custom flight time reports, among many other features.

Weather is obviously a big concern for pilots and if your aircraft is not equipped with GPS downloadable weather you might like some of these weather applications for the iPhone.



AirWX from Felix Khazin is just \$9.99 with no subscription fees and provides METARs, TAFs, PIREPS, NOTAMs as well as AFDs, Terminal charts, Sectional charts, IFR charts and weather charts. It also includes a 19 function E6B calculator with weight and balance.



AeroWeather Pro by Pascal Dreer also offers METARs and TAFs for US airports as well as AWOS information with a clickable phone number. This app is available for \$3.99.



The **Sporty's E6B** app for \$9.99 eliminates the need to carry yet another gadget in your flight bag. This app includes 23 aviation functions, 18 aviation conversions and also acts as a calculator and an independent clock/timer.

I haven't been this excited about new technology since I discovered the Internet. The iPhone is truly the Swiss army knife of the twenty-first century and for once I am not the last person on earth to get one!

New Year's Resolution

By **Beth Rehm, EAA Chapter 932 Vice President**

With the beginning of a New Year comes the age old tradition of making a pledge to improve some aspect of our lives, starting on New Year's Day.

According to historians, the custom of New Year's Resolutions dates back to 153 B.C. when Janus, the mythical king of early Rome was placed at the head of the calendar. With two faces, Janus could look back on past events as well as forward to the future. Janus became the God of new beginnings and the first month of the year was named after him.

For some reason a New Year provides an ideal psychological foundation for a fresh start. Nobody thinks to start a new practice in the middle of November. But January 1st is a date of significance, a date to remember, the perfect date for a new beginning.

Typically resolutions are decisions to accomplish something we know we *should* do, but for some reason we find difficult to achieve without making a specific commitment. Maybe it's a habit we want to give up but we are not ready to make the choice to go without it. Habits are particularly difficult to change because they are often engrained in our subconscious and become automated behavior patterns that we are hardly aware of.

Whether we are doing something we shouldn't do or not doing something we ought to, making a conscious choice to change is not easy. It takes thought and preparation and it demands a momentous occasion like January 1st to mark the importance of such a decision.

I have never had a good reason to make a New Year's resolution before,

but this year that is going to change. I realize it is traditional to resolve to give up smoking (but I don't smoke) or exercise more (surely yoga twice a week is sufficient?) or save more money (I guess I could work on that one!) but those options hold no interest for me; my resolution is to fly more!

Like many flyers, I saved just enough money to finance my private pilot training but never really had a plan to continue to pay for such an expensive hobby on an ongoing basis. When I eventually landed a job that could support a full blown flying addiction, the usual life issues got in the



Janus, the ancient Roman God of new beginnings.

way like buying a house and car payments, etc. And before I knew it school, work and other commitments were swallowing up all of my free time. So after working so hard to get a Private Pilot's License I spent many years not flying at all.

Eventually, we found some time and money to make the occasional trip to see family or take a short vacation by renting various aircraft from local FBOs. These trips, while very enjoyable, were few and far between and each time I flew I felt like I was starting over.

So this year I want to make a conscious effort to fly on a regular basis. For the past several years I have wanted to get started on my instrument rating but I don't feel ready for that. I need to build time and get comfortable flying VFR before I attempt to get another rating.

I need to establish a routine that allows me to fly frequently and work on general flying skills again. Yet, I am reluctant to set myself a target.

But without a specific goal in mind, I'm afraid my resolution, along with thousands of others is doomed to fail. The success rate of New Year's Resolutions is reported to be pretty dismal, though there is no empirical evidence to refer to. No one knows how many people make resolutions each year or how many succeed. But media reports based on anecdotal accounts are not very encouraging.

So I need an objective. Since I'm anxious to get some serious time in my log book I'd like to aim for fifty hours. But even I know that is not realistic given the fact that I work full time and have other commitments. That would require a lot of long cross-country flying, which I really enjoy, but my schedule and the Midwest weather are unlikely to cooperate with such an ambitious plan.

I think it is more realistic to shoot for twenty hours, but hope for thirty. That is still a serious commitment and a whole lot more than I've flown in recent years and I think I'd feel successful if I achieved that.

That works out to be only 2.5 hours per month, which should be easy to accomplish. Maybe this isn't going to be such a big deal after all. I'll get started on it right away... well as soon as the weather improves!!!



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

Before I started working at Galt, all of my experience in aviation was derived from busy, corporate airports; places where airplane owners showed up, got into their planes, and flew away as quickly as possible. The less human interaction they were "forced" to have, the better the customer service was perceived to be. Heaven forbid you'd actually have to talk to that dirty guy pumping your fuel!

As far as I knew, this was what aviation was all about. New to this world, I didn't like the fact that aviation wasn't as sociable as I had hoped, but rationalized that as long as I was flying airplanes it was worth it.

At this point of my life, I was clinically obsessed with instrument flying. I would literally live, eat, sleep, and dream about being in the soup. Honestly, it completely took over my entire life.

Looking back now, I realize how this infatuation had the ability to make me turn a blind eye to certain parts of the industry I didn't like. But as time passed, I was having a harder and harder time shaking the feeling that even though I loved to fly, I wasn't going to be able to live the "corporate" lifestyle. It just wasn't me.

To most of the people I was surrounded by, aviation was utilitarian, a necessary evil to get from point A to point B. How could that be? I couldn't understand this, nor accept it

as truth. The realization of this was startling, and forced me to rethink everything.

Shortly thereafter, I made a command decision and decided to move away from the corporate world. I arrived at Galt Airport as a mechanic's apprentice. I'll never forget my first day. I pulled into the parking lot, got out of my car, and it dawned on me: I just left a job working with \$50 million dollar jets for a place with COWS standing next to the runway?! Oh no! What have I done?!

what I always hoped was out there and I still can't believe I get to work here.

To go from that kid working at the corporate airport, who had almost accepted aviation wasn't going to be what I'd hoped and that people just didn't get "it," to where I am now is completely unexplainable.

I'm constantly amazed at how many of you donate your time and skills to help make Galt a better place to be. Not because you *have* to, but because you *want* to.

You are reading a newsletter right now that has been nationally recognized by the EAA, because Beth takes time out of her busy schedule to write it. It blows me away that our little airport has this incredible newsletter every month.

We have parties and events at the airport that aren't funded by Galt, they're funded and run by our friends who take their time and money to make them happen. We flew literally hundreds of kids this year for Young Eagles, many of them their first time ever in an airplane, all by volunteers who took time out of their lives

(and money out of their pockets) to share the joy of flying.

Every walk of life, every type of pilot, every group you could ever want to join has a home at Galt. Thank you doesn't do any of you justice, but it is all I have.

I hope all of you had a great holiday season and can't wait for another great year at Galt.



Justin Cleland and Brian Spiro having far too much fun at the Galt Holiday party. Photo by Jeff Hill, Sr.

What followed after that has been nothing short of incredible. I have the opportunity to fly airplanes everyday, work with incredible people, and even have a little (ok, a lot) of fun here and there.

I'm thankful everyday for the opportunity to work at Galt, and for the chance to get to know all of you. This airport isn't about ego or attitude, it's about flying, friends, and family. It's





Brian's Brainteaser

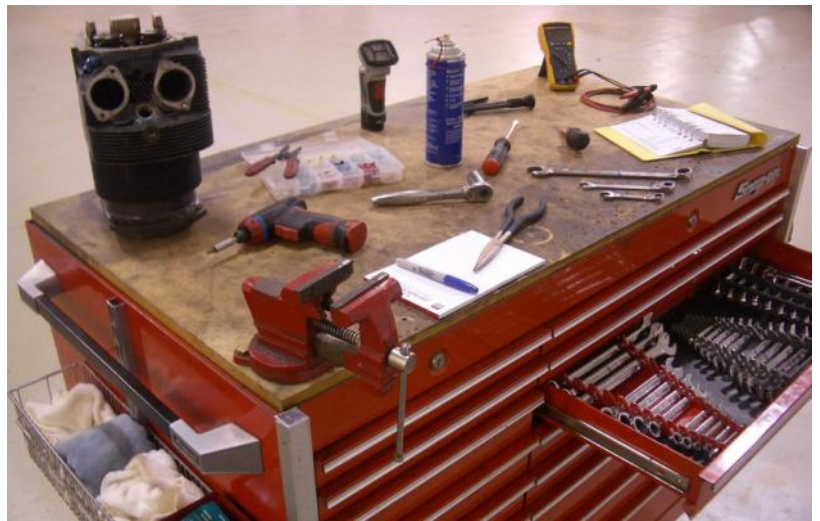
A monthly puzzle from Brian Spiro,
Director of Aircraft Maintenance,
Galt Airport.

This month's Brian's Brainteaser is more of a prediction than a puzzle. Brian has had enough of the snow already and wants to know when all the snow at Galt Airport will have melted and be gone for the winter.

He is certain it is going to snow again before the spring, but when do you think it will be safe to put that snow shovel away once and for all?

Please send your best guess of what that date will be to Brian Spiro via email at maintenance@onezerocharlie.com before 1/31/2011.

The winner of the January Brainteaser will win a free Galt T-shirt, baseball cap and free admission to all summer FOG events.



Here are the answers to last month's brainteaser: Did you find the eight items the gremlins messed with in Brian's tool box?

1. The spray on top was switched from a red can to a blue can.
2. The rag in the side basket was changed from a blue rag to a green rag.
3. The vise is closed in one picture and open in the other.
4. The long nose pliers were switched from a straight set to a bent set.
5. The book is open to the first page in one picture and open to the last page in the other.
6. The multimeter is standing up in one picture and is laying down in the other.
7. The open tool drawer is changed from 3rd from top in one picture to 4th from top in the other.
8. Dividers in the open drawer are shown in one picture but missing in the other.



Congratulations to **Walt Weidig** who was the winner of the December photo puzzle. Walt wins a free Galt Airport baseball cap.

Minutes of the December General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: December 11, 2010

Members Present: Greg Donski, Beth Rehm, Dean Marcott, Mike Evans, Walt Weidig, Dick Hahn, John Roach, Tom Hoppe, Dan Wallis (with John Wallis), Jean Forni, Esther Medina (with Emily Medina), Bob Bielawa, Dave Spitzbart.

McHenry County Community Foundation grants

- Dan Wallis provided an overview of MCCF and the grant application process. He has submitted a grant application for technology support for the Young Eagles program. We applied for \$7,500 but we won't learn about whether or not we got it until June next year.
- The Board decided not to apply for a grant for chapter building repairs at this time. We are waiting to figure out what to do with the building.

Flight simulator discussion

- Jean Forni has volunteered to help manage the project and coordinate volunteers. Jean presented her plan to finish the simulator by April 1st, 2011 (in time for the Young Eagles event). It will probably take 2 or 3 work sessions per month to meet the deadline. Jean has a sign up sheet for volunteers.
- Scott Feeman is fabricating a horizontal stabilizer (one was missing) and Dean has acquired more parts for the electronics. Jean Forni has a set of rudder pedals she offered to donate to the project. Greg says paint can be applied with a brush or roller, no need for a spray booth.
- Greg suggested starting work immediately following the January meeting. Pizza and beer would be provided.

Chapter Dues

- Chapter 932 dues have not been raised in 10 years. Various increases were discussed. Dean suggested \$20. It would double our intake. Dave Spitzbart said \$65 might put a lot of guys off. John Roach suggested that those who are unable to pay the dues could pay it off in volunteer work hours.
- Dean will be more vigilant in collecting dues on time. He did not send out letters last year.
- John proposed raising dues to \$20 per year and the motion was seconded. All members in attendance agreed and the motion was passed.

Chapter Building Repairs

- We had the building inspected by an expert and he said substantial work is needed to keep the building habitable. Water penetration is a large part of the problem. He said it is serious and could be expensive to repair.
- Jean's research concluded a new building would cost around \$35,000 to \$40,000 to build.
- Concerns were raised about land ownership if we built a new building, as well as the long-term viability of the airport itself. What would happen if the land was sold? There are concerns about potential liability if someone were to get hurt.
- Jean suggested a member survey to gauge their attitudes and expectations for the chapter and the airport.

Potential Partnership with Civil Air Patrol (CAP)

- Maj. Medina from CAP introduced herself and offered the CAP hangar to host indoor meetings for larger groups. CAP cadets are aged 11 - 18 years old. She suggested that CAP and EAA 932 could partner in a building (they rent a hangar from the airport). CAP usually meets Tuesday nights and occasionally at weekends.

Fundraising

- Beth suggested we establish a fundraising committee. Dan Wallis volunteered to be on the committee.
- The tent is a good source of income but requires some repairs.
- Beth suggested we could offer sponsorship of the newsletter to bring in some revenue.
- Someone suggested holding a fund raiser with an aviation themed presentation/speaker with music and food

Other business

- Dean will share the membership list with everyone to facilitate communication between members.
- Dan Wallis suggested taking veterans for orientation flights. It was unclear when we would be able to do this.
- Chapter members discussed and agreed on events for the first half of the year. See the calendar page for details.



EAA Chapter 932 News

New Chapter Members

Please join me in giving a warm welcome to two new chapter members who joined in December.

Bob Bielawa is taking private pilot instruction at Galt with Justin Cleland (CFI) and building a Pietenpol Air Camper with Beth Rehm and Mike Evans.

Esther Medina is an avid aviation enthusiast and a Major in the Civil Air Patrol. She has volunteered at many FOG events and is responsible for many of the festive decorations and baked goods we all enjoy in the FBO.



New chapter member Esther Medina, pictured above right at the Galt Holiday party with daughter, Emily.

not be asked to pay the extra \$10 since you paid before the dues were raised.

At this time we are only able to accept payment by cash or check. Please bring your dues to the next chapter meeting or mail them to the chapter treasurer;

Dean Marcott
EAA Chapter 932 Treasurer
2510 Wyandotte Ave.
McHenry, IL 60051

Please also let Dean know if any of your personal information has changed, such as your address, phone number or email address. Please also make sure Dean has your EAA member number and the expiration date.

Membership Renewals

It's time to renew your membership with EAA Chapter 932. As reported in the meeting minutes from

the December Chapter meeting, dues for 2011 have been raised to \$20.00.

If you already renewed your membership for next year you will

Complimentary EAA Trial Membership

If you are not currently a member of the Experimental Aircraft Association (EAA) and have not been a member in the last three years, we are excited to be able to offer you a free 6-month trial membership, courtesy of chapter 932.

You will receive the full set of member benefits for the six-month trial period, including a subscription to Sport Aviation, EAA's awesome monthly magazine. You will also receive a membership card and qualify for member discounts on EAA merchandise and programs.

In addition, you also will be granted a complimentary chapter 932 membership for the same period. If you are interested, or know someone else who might be interested, please contact Beth Rehm at bethrehm@comcast.net for details.



You are invited to join new EAA President/CEO, Rod Hightower and EAA Chapter 1414 for a fun informative evening. We'll be talking about the leading aviation issues of our time, and what the EAA is doing to grow participation in aviation. Admission is free.

WHEN: 5:30 p.m. Social Hour
6:30 p.m. Program
Tuesday, January 11

WHERE: Vintage Wings & Wheels Museum
5151 Orth Road, Poplar Grove, IL

RSVP: www.eaa.org/grassroots
(RSVPs appreciated)

2010 Galt Airport/EAA 932 Calendar of Events

January 8	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport. Work on simulator.
January 11	Rod Hightower at EAA 1414 Chapter meeting at Poplar Grove. 5:30 to 9:30 P.M.
February 12	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport. Work on simulator.
February 12	EAA 932 Chapter Valentines Pasta Pot Luck
March 12	EAA 932 Chapter and Civil Air Patrol visit to the B-17 Project in Marengo
March 29—April 3	Sun 'n Fun International Fly-in and Expo, Lakeland, Florida (www.sun-n-fun.org)
April 9	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport
May 14	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport
May 21	International Learn to Fly Day (www.learntofly.org) and EAA 932 Young Eagles
June 5	EAA 932 Vintage Fly-in Picnic, Galt Airport
June 11	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport
June 10—12	Fly out to Mackinac Island Lilac Festival (www.mackinacislandlilacfestival.org/#)
July 9	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport
July 25—31	EAA AirVenture, Oshkosh, WI (www.airventure.org)
August 13	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport
September 10	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport
September 5—10	40th Anniversary Stearman Fly-In, Galesburg, IL (www.stearmanflyin.com)
October 8	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport
November 12	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport
December 10	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport

See the EAA Chapter 932 Web Site at <http://www.eaa932.org> for a complete list of events for Galt Airport, FOG and EAA Chapter 932.

Other Aviation Events

January 20	EAA Chapter 252—The Future of 100LL, 6:00-9:00 at Wittman Airport Terminal Bldg, Oshkosh, WI
January 29	EAA SportAir What's Involved in Kit Building Workshop, EAA Museum, Oshkosh, WI (OSH)
January 29/30	EAA SportAir Sheet Metal Workshop, EAA Museum, Oshkosh, WI (OSH)
January 29/30	EAA SportAir Fabric Covering Workshop, EAA Museum, Oshkosh, WI (OSH)
January 29	Chicago Aviation EXPO, IFR, VFR & Helicopter Seminar, Itasca Country Club, 8:00 to 3:30. For more information contact Carol Para, Chicago Area Chapter 99s and IDOT Division of Aeronautics at (217) 785,-4989 or email Carol.Para@illinois.gov .

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Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday

Airport Manager: Justin Cleland

Director of Aircraft Maintenance: Brian Spiro

FBO: (815) 648-2433 fbo@onezerocharlie.com

Office: (815) 648-2433 office@onezerocharlie.com

Maintenance: (815) 648-2642 maintenance@onezerocharlie.com

Flight School: flightschool@onezerocharlie.com

Line: line@onezerocharlie.com

Web Site: <http://www.galtairport.net>

Facebook: <http://www.facebook.com/home.php?#!/pages/Wonder-Lake-IL/Galt-Airport/140642945955189>



AVGAS

Galt Tenant Price

\$4.35
(includes tax)

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